

IV. RECOMMENDATIONS

As discussed in previous chapters, the goal of thoroughfare planning is to design a street system which will handle traffic efficiently and safely. A basic understanding of the travel patterns within an area enables the planner to evaluate the existing street system and make improvement recommendations. The Clayton street system is characterized by radial streets feeding into the downtown area. The primary problem with this type of system is that traffic from outlying areas must travel downtown to get to other radial streets. Clayton has the added problem of through traffic along US 70 that competes with local traffic movement in the downtown area. A system of connector roads can relieve downtown congestion by providing routes designed specifically to carry crosstown traffic. Savings in time and operating costs are benefits associated with an efficient connector system. The following street improvements will provide a balanced street system and reduce the possibility for congestion in the downtown area. Please consult Figure 7 and Table 3 for additional information on specific projects.

THOROUGHFARE PLAN RECOMMENDATIONS

US 70 - US 70 is a four lane divided facility that roughly bisects the Clayton planning area. Traffic projections for this portion of US 70 indicate that the US 70 Bypass of Clayton, scheduled in the Transportation Improvement Program, will soon be needed. The thoroughfare plan, developed to complement the bypass project, does not address the details of the bypass since the environmental study in progress is more precise than that conducted for a typical thoroughfare plan. Corridors to the north and south of Clayton are under consideration in the environmental study and either would work well with the Thoroughfare Plan. However, a route to the south would provide better service to the locally generated commuter travel. Raleigh acts as a magnet drawing a portion of her work force from the Clayton area. As the bulk of residential development around Clayton continues to the south and west of Town, this pattern of commuter travel will become more apparent. The existing US 70 corridor will likely become a business route serving the local travel needs. It is important to note that some control of access is fundamental to achieving a high level of travel service. Continuous driveway connections along the existing US 70 corridor will severely impair the ability of the road to carry traffic. In order to maintain the current quality of service along the existing US 70 corridor, strip development should be avoided.

SR 1552 Extension - The extension of SR 1552 will create a continuous southern route between NC 42 and US 70. Service to the rapidly developing residential areas south of Clayton will be vital in years to come. This two lane facility will reduce travel costs and travel time as traffic is routed around the downtown area. Upon completion of the US 70 Bypass, the extension will provide convenient access to the proposed interchanges with the bypass. Access will be